

CHINA MAIL
TYPHOON MAP &
GUIDE.

PRICE.....40 cents.

The China Mail.

ESTABLISHED 1845

AGENTS
Messrs. J. & W. G. WATSON & CO., LTD.
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Messrs. J. & W. G. WATSON & CO., LTD.

No. 16,256.

號五十月六年五十百九千壹英

HONGKONG, TUESDAY, JUNE 15 1915.

卯乙亥歲年四國民華中

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WINE & SPIRITS.

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JOHN DEWAR & SON'S
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PILSENER BEER.

THE "CHINA MAIL"

NOTICE

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$36 per annum; per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 50 cts., per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Alterations and additions to Advertisements on Pages 2, 3, 4, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent not later than 1 p.m.

"New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address "MAIL" Hongkong. Code, A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL LIMITED

A LONDON INFORMATION EXCHANGE FOR BUSINESS MEN.

The Royal Colonial Institute and the War on German Trade.

The Empire Trade and Industry Committee of the Royal Colonial Institute has, during the past four years, done considerable service towards the co-ordination of the trade of the various parts of the Empire. In connection with the War, several new services have been inaugurated, and it may be of interest to quote some of those which are specially aimed at being of use to persons Overseas.

THE COMMITTEE UNDERTAKES

(1) To bring before the notice of persons in the United Kingdom likely to be interested, any British product which is characteristic of or peculiar to any one of the British Possessions.

(2) To introduce the raw materials of the Empire to manufacturers.

(3) To find for buyers Overseas, British manufacturers to make goods formerly obtained from Germany and Austria. In some cases the Committee has induced British firms to take up the manufacture of goods formerly not made at all within the Empire.

(4) To bring the names of persons abroad, desiring agencies before British manufacturers.

(5) Generally to take an active part in any movement which has for its object the improvement of commercial relations between the constituent parts of the British Empire.

The Committee will be glad to hear from any persons who may be interested in any of the above matters and to place the many and varied resources of the Committee at their disposal. As the object of the Committee is to stimulate in every way British trade from a patriotic standpoint, there is, of course, no fee chargeable in connection with this work. Enquiries may be addressed to the Empire Trade Committee, Royal Colonial Institute, London, W.C.

The Man Who Gets There

Is the man who has blood—

real rich red blood and

plenty of it in his body.

WATERBURY'S

METABOLIZED

COD LIVER OIL

COMPOUND

makes blood—lots of it—life

giving, brain nourishing,

strength-replenishing blood.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25

BUSINESS NOTICES.

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Forgings Castings and Repairs
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ENGINEERS and SHIPBUILDERS.
Sole Agents for KELVIN MOTORS.
STEAM LAUNCH FOR SALE OR HIRE.

CANTON-KOWLOON RAILWAY.

SUMMER TRAIN SERVICE.

THE PUBLIC IS HEREBY NOTIFIED that on and from TUESDAY, June 15th, Several Important Alterations and Additions will be made in the Train Service. Three Express Trains will take the place of those now running, timing as under:—

UP EXPRESS TRAINS.

Kowloon dep. 7.05 a.m.
12.05 p.m.
4.00 p.m.

CANTON ARR. 10.40 a.m.
3.40 p.m.
7.33 p.m.

DOWN EXPRESS TRAINS.

CANTON dep. 7.00 a.m.
12.00 p.m.
4.20 p.m.

KOWLOON ARR. 10.30 a.m.
3.30 p.m.
7.22 p.m.

Important alterations have also been made in the Local Train Service.

For further particulars see Time Tables which may be had on application at all Stations and at the Head Offices, Kowloon and Canton.

By Order, H. P. WINSLOW,

Manager, British Section, Kowloon-Canton Railway.

By Order, THE ADMINISTRATION,

Chinese Section, Canton-Kowloon Railway.

Hongkong, June 8, 1915. 504

HOTELS

KINGSCLERE HOTEL,
HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour. Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

Telephones in Bedrooms and Sitting-rooms throughout.

Telephone No. 1122.

Cable Address, "Sachala."

A.B.C. Code 5th Ed.

Hongkong, September 1, 1908. 1208

KING EDWARD HOTEL

Central Location.

A L. ELECTRIC TRAM Pass Entrance, Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fittings.

Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS, "VICTORIA." FRANK L. COOYE,

Manager.

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIHA.

The first (1913) edition is already issued.

BIOGRAPHIES of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new materials and accurate sketches, both being utterly free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages.

The price is yen 6 (12/-) or \$3 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 15 cts. to Korea and China 40 cts. and to Europe & America 70 cts. or 35 cents.

It is a GOOD ADVERTISING MEDIUM.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says:—

Yet another "Who's Who" and this time from Japan! The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western.

practically almost to the last detail. But "Who's Who in Japan" is far more than a curiosity; it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the accepted model of prominent men in Japan.

Mr. Kuriha is a skillful editor and has done his work well.

Who's Who in Japan Publishing Office, No. 5, 1-chome, Chishiwai-cho, Kojimachi-Tokyo.

CHEN KWONG & Co., Ltd.

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Draperies, Groceries, Boots and Shoes.

Makers of Jewellery, Lacquers, Crockery Ware.

Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET, CANTON and No. 237, 239, Des Voeux Road Central, and No. 120, Connaught Road Central, Tel. No. 811. Hongkong.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD.

and THE RAILWAY PASSENGERS' ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914, £23,622,185

I—Authorized Capital £8,000,000

Subscribed Capital £4,500,000

Paid-up Capital £2,437,500

II—Fire Funds £3,891,114

III—Life & Annuity Funds £1,133,150

IV—Sinking Fund Account £5,513

Revenue Fire Branch £9,567,153

Life and Annuity 1,973,283

Revenue Marine Department 282,692

Other Receipts 420,193

125,253,313

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are not liable to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. Agents.

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents,

HONGKONG, CANTON, SHANGHAI AND HANKOW.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL METAL AND HAND WARE-MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke. Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, Hing Loong Street, (Old Street) west of Central Market. Telephone No. 616. Hongkong, September 1, 1911.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG LTD.
TAIKOO DOCKYARD, HONGKONG

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, bridges, etc. all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 737 x 88 x 34 ft. Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton HYDRAULIC TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOODOCK." Telephone No. 212.

The Best Meals in Hongkong.

Either light or substantial

Available only at the

ALEXANDRA CAFE.

BAGUIO HOTEL

Baguio, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65°

The Coming Health Resort of the Far East

Eight Hours from Manila, Rail or Auto

Bracing Climate in the Pine Country of Northern Luzon

The "BAGUIO" is unequalled for location, cuisine, homelike atmosphere and modern up-to-date features.

-P-6 Up, Daily, -P-35.00 Up, Weekly

Special Rates For Prolonged Stays

BENQUET COMMERCIAL CO., Proprietors.—Cable Address—"BECOME."

THE HONGKONG HOTEL

and

GRILL ROOM

J. H. TAGGART,

MANAGER.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Room, Roof Garden.

Terms—From \$5 per day Max.

Telegraph Add: "Fascinal." P. O. PEUSTERT, Manager.

GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Orchestra renders selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping particularly cely.

For further particulars apply—Manager.

Telephone 197. TELEGRAPHIC ADDRESS—"COMFORT."

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 275 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

A PREVENTIVE OF MALARIA MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

Prepared only by

THE VICTORIA DISPENSARY.

32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1833

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE

CABLE LAID 5" to 15" CIRCUMFERENCE

4 STRAND 3" to 10" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Pieces, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR

PRICE 2.00 per 8 pcs. for Post Card.

No. 8, Queen's Road Central.

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(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Shipyards and can accommodate any craft of 200 feet long.

Town Office 43, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.

Shipyards, SHAM-SUI-PO, Kowloon, Hongkong. Telephone No. 519.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE BRITISH MADE

"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever." Medical Magazine, March, 1912.

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM THE FACTORY IN A GARDEN, BOURNVILLE, ENGLAND.

Established Dec. 12, 1800.

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G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES

etc., etc.,

AGENTS FOR
BENSON'S ENGLISH MADE WATCHES.

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THE ONLY EXCLUSIVE
ENGLISH TAILORS
IN THE COLONY.

Diss Bies

No. 1, WYNDHAM ST.
(Flower Street)
ESTABLISHED 1900.THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Compared with the best quality English Coke for

FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

FIREBRICKS
FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG

TEL ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents

THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPER-
TUSES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from.

THE CHINA MAIL OFFICE.

5 Wyndham Street.

European Supervision

Moderate Price

A Natural
RemedyTime was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out;Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.ENO'S
FRUIT SALTis the approved remedy for driving out disease
germs. Its action is quick and thorough. It
cleans the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.It may be safely taken at any time by young
or old.It is very effective in the early stage of Diarrhoea
by removing the irritating cause.Be prepared for emergencies by always keeping
a bottle in the house.

Prepared only by

O. ENO, LTD., "FRUIT SALT" WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAMASUYA, SAVO,
SHINNEW and KAMIYAMADA
Collieries.AGENTS for SAKITO, & OYUBARI
COALS.

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BRANCH OFFICES:—

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Wakamatsu, Otaru, Muroran,
Hakodate, Kobe, Osaka, Kure,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.TEL. ADDRESSES for above: "IWASAKI"
Codex:—A1, ABU 5th Ed., Western Union.

AGENCIES:

CHINESE: Messrs Gearing &
Co.MANTLA: Messrs Macondray &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager,

No. 2, PEDDER STREET,

HONGKONG.

KWONG HING CHONG & Co.

No. 70, Wellington Street,

HONGKONG.

LADIES TAILORS

GENERAL DRAPEES

DEALERS IN

SILK Laces, Embroidery, Fancy and Piece
Goods, also Manufacture Ladies and
Children Underwear, Blouse Shirt and
Gent's Shirt made to order in the latest
Style.ORDERS PROMPTLY ATTENDED TO
PRICES MODERATE.

Hongkong, May 29, 1915.

DAIRY FARM NEWS.

BUTTER & CHEESE.

The following prices approved by
the Food Committee will come into
force on and after 24th May, 1915.Daisy Butter..... \$1.10 per lb.
Dairymaid Butter.. \$1.00 ..
Buttercup Butter... 90 ..
Pastry Butter..... 80 ..
Cheese..... 70 ..MARTIN'S
APIOL-STEEL
PILLSA French Remedy for all liver troubles.
Martins' Pills in the form of a tablet, and
in the form of a pill, are the most effective
remedy for all liver troubles. They are
entirely free from any harmful effects, and
are the only pills which can be taken
without any restriction of diet or
drinking. They are the only pills which
can be taken without any restriction of
diet or drinking. They are the only pills
which can be taken without any restriction
of diet or drinking.

SIEN TING.

Surgeon Dentist

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation.

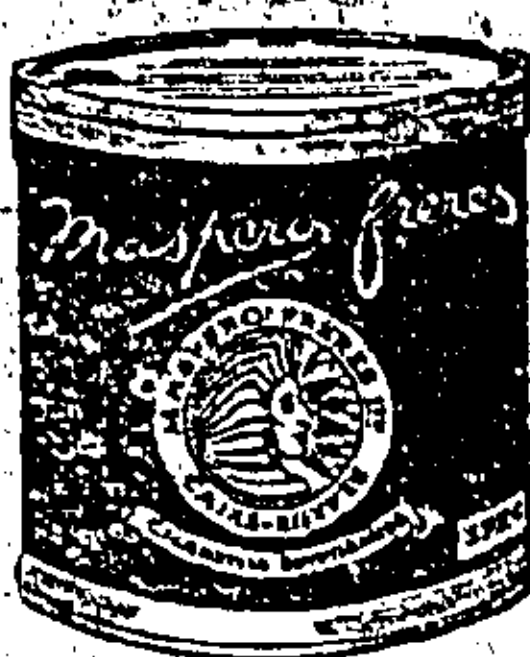
FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

SAVARESSE'S
SANTAL
CAPSULESPHYSICIANS RECOMMEND THEM
MADE IN LONDON. OF ALL CHEMISTS.

MASPERO "SPECIALS"



\$1.50

a

Tin of

50

Cigarettes

The Smoker who appreciates the charm of the "Egyptian"
Cigarette will find Maspero "Specials" delightful.

"LUSITANIA" STORIES.

DETAILS OF THE TERRIBLE CRIME.

The mails from home bring fuller accounts than have yet been
available of the sinking of the "Lusitania" off the Irish coast by
German submarines on May 7. The vessel, one of the two sister-ships
which were the latest and biggest of the Cunard fleet, had over 2,000
passengers and crew on board when she was torpedoed without warn-
ing off the Old Head of Kinsale at 2.15 in the afternoon. She was on
the voyage from New York to Liverpool.Persistent and apparently well-founded rumours that the "Lusi-
tania" had been torpedoed were current in both London and Liverpool
during the afternoon of May 7, and at 5.48 p.m. the Press Bureau
authorised the publication of the statement the liner had been "tor-
pedoed eight miles south by west and sunk off the Old Head of
Kinsale."Later messages brought news of rescue boats proceeding to the
scene, and of the landing of survivors. In London it was in the City
that the news first became known, afterwards reaching the West-end
and other parts. On all hands the report was at first received with
incredulity, but gradually, as the evening papers began to publish the
brief telegrams, people came to believe that one of the most bar-
barous crimes had been added to the list of those committed by the
"cultured" German.

SURVIVORS' STORIES.

Water Black with People.

Thrilling narratives were related
by some of the survivors. Mr.
James Brooks, of Bridgport, Con-
necticut, a saloon passenger on a
business journey to England, told
how before his departure from New
York his attention was drawn to the
warning notices issued by the Ger-
man Embassy in that city, but, like
practically every other intending
American passenger on the ill-fated
ship, he decided to ignore them.
"They were displayed right along-
side the advertisements of the Cunard
Company in the newspapers," said Mr. Brooks, "but I
think no one in America ever dreamt
that the Germans would dare to carry
out their terrible threat to destroy
such a magnificent vessel, and, with
her, hundreds of the lives of inno-
cent women and children." My wife,
who was alarmed for my safety, how-
ever, attempted to dissuade me from
making the journey in the Lusitania,
but I was able to reassure her a
little before I started.Mr. Brooks continued:
For the reason I have stated, none
of my fellow-passengers regarded a
submarine attack as a serious possi-
bility, and we had a very comfort-
able voyage, favoured by pleasant
weather. A good many passengers
were still at lunch when on Friday
afternoon the attack came in reality.
I had just finished a run on the deck
and had reached the Marconi deck
when I glanced out over the water.
It was perfectly smooth. My eyes
lighted on a white streak making its
way with lightning-like rapidity to-
wards the ship.I was so high, in that position,
above the surface of the water that
I could make out the outline of the
torpedo. It appeared to be about
12ft long, and came along possibly
3ft below the surface, its sides white
with bubbles or foam. I watched its
passage, fascinated, until it passed
out of sight behind the bridge, and
in another moment came the ex-
plosion. The ship, recoiling under
the force of the blow, was jarred and
lifted as if it had struck an immov-
able object. A column of water
shot up to the bridge deck, carry-
ing with it a lot of debris, and de-
spite the fact that I must have been
twenty yards from the spot at which
the torpedo struck, I was knocked
off my feet. Before I could recover
myself the entire forepart of the ship
was enveloped in a blinding cloud
of steam, due, not, I think, to the
explosion of a second torpedo, as
some thought, but to the fact thatthe two forehold boilers had been
jammed close together and "jack-
knifed" upwards. This, I was told
by a stoker afterwards.
We had been in sight of land for
some time, and the head of the ship,
which had already begun to settle,
was turned towards the Old Head
of Kinsale. We must have been
from twelve to fifteen miles from
land at the time the ship was struck.
All the boats on the ship had been
swung out the day previous, and the
work of launching them was at once
commenced. The attempt in the
case of the first boat was a tragic
failure. The women and children
were taken first, and the boat was
practically filled with them, there
being only a few men. The boat
was lowered until within its own
length of the water, when the for-
ward tackle jammed, and the whole
of its occupants, with the exception
of three, were thrown into the water.
The Lusitania was then on an even
keel.

NO PANIC ON BOARD.

On the decks of the doomed vessel
absolute calmness prevailed. There
was no rushing about, and nothing
remotely resembling panic; in just a
few isolated cases there were signs
of hysteria on the part of the women,
but that was all. Captain Ander-
son, who was lost, and whose body
has been recovered, appeared on the
boat deck and informed the saloon
passengers that there was no imme-
diate danger. Everybody had, of
course, rushed on deck, and this
statement reassured the ladies. I
did not notice any concerted effort
to distribute the life-belts, and I
myself was unable to obtain one.Meanwhile the ship, had taken a
decided list, and was sinking rapidly
to the head. The efforts made to
lower the boats apparently met
with much success. Those on the
port side had swung inboard and
could not be used, while the collapsi-
ble boats, which were lashed
beneath them, could not be got at.
The ladies were standing quite calmly
awaiting an opportunity to enter the
boats when they could be released
by the men from the davits. The
davits by this time were themselves
touching the water; the ship having
sunk so low that the bridge deck
was only 4ft or so from the surface
of the sea.Losing no time, the men passed
the women rapidly into the boats,
and places had been found by now
for all the people about the midship
section. I stepped into one of the
lifeboats, and attempted to assist in
getting it clear. I saw the list was
so great that the davits "pinched"

ECONOMY IN THE END.

It was but a small amount to keep
Chamberlain's Colic, Cholera and
Diarrhoea Remedy always in your medicine
chest, and it is economy in the end. It
cures and cures quickly. For sale by
all Chemists and Dispensaries.the gear, rendering it improbable that
they could be got away when the ship
went down, so I stepped on to the
gunwale and dived into the water.
I had no lifebelt, and am not a good
swimmer, but I decided to take the
risk. I had been wetted right
through when the explosion occur-
red, and I believe that had I gone
in dry I should have swallowed so
much water that I should not have
lasted long.I swam as hard as I could away
from the vessel, and noticed with
feelings of apprehension the menac-
ing bulk of the huge funnels as they
loomed out over my head. I ex-
pected them momentarily to fall on
me and crush me as I swam, but
at last I judged myself to be clear,
and I turned around and trod the
water in order to watch the great
hull heel over. The monster took
a sudden plunge, and, noting the
crowd still on her decks and the
heavily laden boats filled with help-
less women and children yet glued
to her side, I sickened with terror
at the sight. The liner's stern rose
high out of the water, there was a
thunderous roar as of the collapse of
a great building during a fire, and
then she disappeared, dragging hun-
dreds of fellow creatures into the
vortex. Many never rose again to
the surface, but the sea rapidly grew
black with the figures of struggling
men, women, and children. The
wireless installation came over with
a crash into the sea. It struck my
uplifted arm as it fell, and I felt it
pass over my body as it sank, almost
dragging me under.The rush of water over the
staircase decks swept away a collapsi-
ble boat, and I swam towards it.
Another man reached it shortly after,
and after we were rescued I found
him to be Mr. James Lauriat, jun.,
of Boston. Two seamen also man-
aged to swim to the boat and to
climb on it. One had a knife, and
the other asked me for mine, and
together they set about cutting away
the canvas cover of the boat. When
they had finished I climbed inside,
and the three of them followed me.
We started to rescue the unfortunate
people in the water, or at least those
of them who were still living. We
quickly had about thirty of them
in the little craft.

MURDERED CHILDREN.

The horrors of the scene that met
the gaze of the handful of half-
drowned survivors in the dimly light
will live for ever in their recollection.
"Around us in the water," said Mr.
Brooks, "were scores of bodies. There
were women and little children—
dead. My God! What a crime!"
And as the whole pitiful picture
came back to his memory, the frame
of this strong, typical American busi-
ness man shook and his voice broke.
"I have four little boys at home,"
he said, and paused. "He went on
at length with his story."There were no jars in our boat.
We managed to raise the sides of the
boat as they should be raised when
the boat is in use, and we collected
five ours from the mass of floating
timber in the water. Then we started
to row towards the lighthouse,
which we could see in the distance.
At the time the liner was torpedoed
there was absolutely no ship of any
kind in sight with the exception of
a trawler—the Peel 12, of Glasgow.
She was close in shore under the
lighthouse, and owing to the light-
ness of the wind she was of no use
so far as the rescue of persons
actually in the sea was concerned.
She came along as fast as she could,
however, and was able to pick up
about 110 persons from lifeboats and
liferafts. Her limited capacity was
pushed to the utmost, and I even
had to sit with my leg hanging over
the side because there was no room
to put it on the inside. We took
in tow a lifeboat and a raft, which
were also filled to the gunwales, and
when the occupants were able to be
taken out they were cast off. The
auxiliary boat, Indian Prince, had
arrived at that time from Queens-
town. The Peel 12 was the first boat
on the scene, and she was followed
by a tramp Greek steamer, which
came up from the west, and was able
to pick up several lifeboats which
had got away.The rescuing craft reached Queens-
town the same evening, and the
party of which Mr. Brooks was a
member were attended to by the
American Consul, Mr. Wesley Frost,
to whom and to whose staff the
American survivors have every reason
to feel grateful.

(Continued on page 3.)

LOSING WEIGHT
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of ill health, shows your gain-
stative power is decreasing.WATERBURY'S
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COD LIVER OIL
COMPOUNDSimplifies the blood with the
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BAD LEGwith wounds that discharge or otherwise, perhaps
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when you press your finger on the inflamed part
it leaves the impression? If so, under the skin
you have poison, which unless it is removed, you
have risk. Perhaps your knee is swollen,
the joints being stiff, and the skin with the
scales, around which the skin may be discolored,
or there may be wounds; the disease, if allowed
to continue, will deprive you of the power to walk.
You may have attended various hospitals, and been
told your case is hopeless, or advised to submit to
amputation, but do not! Try the Grasshopper
Treatment, which is a certain cure in cases of
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roids, Erysipelas, or Stomach, Heart and Liver
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GRASSHOPPER OINTMENT
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NOTICE.

ANY EUROPEAN desiring to leave the
Colony should apply in writing for
permission to do so to the Provost Marshal,
Head Quarters Office, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height,
complexion and occupation of the applicant,
and stating the name of the steamer or
other vessel or the hour of the train by
which the applicant wishes to leave.
Applicants should apply in person for their
passage to the Provost Marshal at Head
Quarters Office between the hours of
9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. Daily.
Hongkong, January 29, 1915.

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by

E. KATO.

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11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
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On view from Tuesday, 15th June at
2.30 p.m.
Catalogues will be issued.

Terms:—Cash.

HUGHES & HOUGH,
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Hongkong, June 10, 1915. 508

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

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FRIDAY,

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Des Vaux Road, Corner of
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As follows:—

TEAKWOOD.—Sofas, Chestnut
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Also
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Electric Reading Lamps, etc., and Two
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Catalogues will be issued.

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Hongkong, June 14, 1915. 508

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John Broadwood & Sons,
One Boudoir Grand Piano by
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in good condition.

Full Particulars from the Undersigned.
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"LUSITANIA" STORIES.

(Continued from page 2.)

SEQUENCE OF EVENTS.

There was lifeboat and raft accommodation for 2,600 people on board the Lusitania. Mr. Brooks stated. There were 180 Americans aboard, so far as he could remember the number, and apparently about one in five had been saved. The number of children who were drowned was a dreadful feature, and the scenes in the mortuary, with Mr. Brooks went on Saturday, was heart-rending. Upon his estimate there could have been few saved of the large number of little ones aboard the ship.

Mr. Brooks was as precise as to the chronological sequence of events as in his recollection of the various thrilling incidents attendant upon the disaster. According to his testimony the fatal shot was fired just after 2.19. That was the time at which his watch stopped, the rail, as he stated, then being only 4ft from the water, illustrating the almost inconceivable rapidity with which the tragedy developed. The ship sank ten minutes after he first entered the water.

Many of the rescued, according to Mr. Brooks, left everything they possessed upon the doomed liner. He himself landed with the dripping clothes in which he stood, consisting of shirt, socks, trousers, and waistcoat, and a dollar and a half in American money. The whole of his personal effects together with a considerable sum of money he had lodged in the purser's safe, went with the vessel to the bottom of the Atlantic. To those in similar plight money for immediate necessities was readily advanced by the American Consul.

In Mr. Brooks' opinion the submarine could not have been much more than 300 yards away at the time the torpedo was discharged. "I have had a long experience of the speed of automobiles," he said, "and I should say its speed was thirty-five miles an hour when it hit us. As to there being two torpedoes, I should say most certainly there was but one."

PEOPLE EJECTED FROM THE FUNNEL.

"Among the tales told by his fellow passengers who survived, Mr. Brooks instance one of quite remarkable peculiarity. When the boat heeled over several people told me the funnels, which are bulky enough to be capable of enclosing a small cottage, came parallel with the water and then filled as they tipped below the surface. People who had been thrown wholesale into the sea at this point could not get beyond the reach of the water and were engulfed by the rushing torrent. Immediately an explosion occurred in the interior of the ship, and the wretched people were ejected violently from the funnels into the sea. Two or three were picked up by the boat in which I was, and their faces were so black that they could scarcely be distinguished from colored people."

Mr. Brooks expressed grief at the fate of the two daughters of Lady Allan. They were two beautiful girls (he said), and I can recall them, with so many others, among the distinguished company who listened to a concert held aboard the ship only the night previous to the disaster. Little so many of the women dreamed of the terrible fate awaiting them on the morrow. A cruel shame that such beautiful creatures should meet with such a death!

MR. D. A. THOMAS'S STORY.

Launching the Boat.

Mr. D. A. Thomas, of Cardiff, interviewed by a Press representative, said that he was glad to say that Lady MacKworth and Mr. A. L. Rhys-Evans, his private secretary, in addition to himself, were amongst those saved, after passing through a terrible experience. Lady MacKworth, who was equipped with a life-preserver, went down in the Lusitania, and was picked up unconscious after being in the water three and a half hours.

"The Lusitania was torpedoed without notice about fifteen miles off the Irish coast," said Mr. Thomas, "and she sank in twelve or fifteen minutes afterwards. No steamer reached the scene of the disaster until three hours had expired; when ten or twelve vessels arrived. Lady MacKworth was rescued by the boat that saved Captain Turner, and her recovery after her long immersion is very remarkable. It was a most dastardly outrage, and deserves the condemnation of the civilized world."

Mr. Thomas and Mr. Evans were rescued by a Marx fishing boat that happened to be fishing within a few miles of the disaster. "The weather was fortunately beautifully fine," said Mr. Thomas, "and the sea smooth. I question whether any of the boats on the port side were successfully launched. The course of the Lusitania was shaped for the shore immediately after the torpedo had struck her. There are different opinions whether she was struck by more than one torpedo. I only heard one. Captain Turner struck the bridge to the last, and went down in her, but was rescued

Variety of Uses.

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some three hours afterwards, having been kept afloat by a lifeboat.

Mr. Thomas and his secretary both jumped into the same boat when the decks were awash. There were numerous other passengers also in the boat with them, about sixty in number.

LADY MACKORTH'S EXPERIENCE.

Lady MacKorth, who was a passenger with her father, Mr. D. A. Thomas, states that the deck of the ship was inclined at a fearful angle when she got to it, making it impossible to get about. She was still on deck when the ship went down, and she was sucked under to a great depth. When she rose to the surface she swam towards a floating board, and having grasped it offered a swimmer to a man, who gladly availed himself of it, and held on for a time, relinquishing his hold later. Then she must have lost consciousness, for the next she remembered was that she was floating with a deck chair under her, but how she got it she does not know. After another long interval she again became unconscious, and has no idea of how she got on board the Bluebell, a trawler, which brought her to Queenstown. She thought the officers and crew of the Lusitania acted very bravely, as did the stewards.

DOCTOR'S NARRATIVE.

Women Jump Overboard.

Dr. C. E. Foss, of Montana, gave a thrilling narrative at Cork of his experiences after the Lusitania was torpedoed. He was one of a party of qualified physicians on a mission of mercy—that of offering service to the Red Cross organisation in the field. He said:

Lunch was being served to the second luncheon party, and just as we finished the meal I and many others heard what I should describe as a loud voluminous boom. Every body in the luncheon saloon realised that we had either struck a mine or had been torpedoed. I managed to get to the deck, where I held on to a life-preserver.

I jumped from the high or port side into the sea, and I struck the water not far from the propeller. Suddenly down came a boat from the davits with a crash. Several people were in it. It was smashed, and I noticed one man clinging for dear life to the wreckage. The propeller was revolving and this poor fellow got his legs badly cut. I am a good swimmer and I struck out. The man injured by the propeller hung tensely to a rope.

The sinking ship still lurched forward, dragging the damaged boat with it. By this time both women and children were coming overboard, throwing themselves from the port side. Right over their heads, with a sheer drop of at least 50ft. or 60ft., I left the injured man still hanging by the rope of the wrecked boat, and got hold of a woman and a child, two who were nearest to me. I noticed that another boat had been lowered and was standing on its keel. I just held the woman and child fast until I got close to this second boat. I got them both on board. I noticed that the boat was manned. There were four or five men in it. They were sailors.

BOAT CAPSIZED.

I swam off towards a lifeboat which was afloat, 200ft. or 300ft. away. There were women in it. They were much distressed, and I did all I could to pacify them. The boat of last captioned. I held one woman on to the keel of this overturned boat. We got it righted. Several women were still in the water. Suddenly I espied what I should call a canvas raft very nearly a quarter of a mile away. I seized an oar, and getting one of the women on to one, and I grasped the other, and in that way piloted the waterlogged boat to the raft. Upon the raft were four or five men. By the time I reached it I was not able to climb over its slightly raised sides. One of the women appeared to be in a dying condition. I told her I was a doctor, and I would do my best to help her. This I did, working away

for some time. After the lapse of nearly forty minutes I had the satisfaction of finding that I had been able to revive her. A short time elapsed, and a steamer, the Indian Empire, I believe, came up.

As the Lusitania went down her stern rose high in the air, and when she made the final plunge quite a number of men took a leap of quite 70ft. into the sea. Many turned over before striking the surface. As she finally disappeared I noticed that several lifeboats were still hanging attached to the blocks.

MISS ELLEN TERRY WARNED.

A letter of warning sent by Miss Edith Craig made Miss Ellen Terry change her mind and transfer her booking to the New York.

Miss Craig said that the doctors had forbidden anybody excepting her nurse to speak to Miss Terry, who is gradually recovering from the effects of her operation.

CHEER FROM THE PIRATES.

At Queenstown I met Miss Grace French, of Glasgow, with whom I had often conversed during the trip. She told me that while she was clinging to some floating wreckage she noticed a short distance from her what she thought was an upturned boat, with several men standing on it. But, as she put it herself, "I could not understand what they were cheering about. Judge my surprise when on drifting a little closer I saw it was the conning-tower of the submarine. A moment later the German flag was hoisted, and a voice in splendid English shouted, 'Let's hear you sing Tipperary now!'"

In my humble opinion the outstanding figure of the wreck was John Davies, the boatswain. Every one behaved magnificently. There was no panic, though, perhaps, there was a little confusion among those struggling to get up the companion-ways from the dining-saloon. If Germany thought that she was securing a military advantage by the sinking of the Lusitania, she most emphatically served the noble souls who have gone with an opportunity of again showing with what easy grace Britons can die.

CAPTAIN TURNER'S ESCAPE.

When the vessel disappeared Captain Turner, the Lusitania's commander, was observed to be still at his post on the bridge. Mr. A. H. Adams, a Scotch Canadian from Winnipeg, after swimming a short distance, found a collapsible boat, to which thirty people were clinging, and Captain Turner, he said, swam to the boat later. Efforts were made by the Lusitania's captain and by Mr. Adams and another passenger to right the boat. Each time it slipped back, and gradually the people clinging to it disappeared. Eventually Captain Turner swam away, and was picked up by a boat after having been three hours in the water.

EVIDENCE AT INQUEST.

At the inquest Captain Turner replied with a decided negative to the question "Was the Lusitania armed?" Asked what precautions were taken in view of the threats that had been made, Captain Turner stated that all the boats were swung out as soon as the danger zone was reached after passing the Fastnet. The ship was going slowly, so that she could go into the Mersey with the tide and thus avoid having to wait for a pilot. The look-outs were doubled in order that a sharp watch for submarines should be kept. He was not being conveyed by a warship and did not see one, nor, so far as he knew, was the ship in touch with one by wireless off the Irish coast. He was, however, in communication with the shore all the way across, and was told there were submarines off the Irish coast. He did his best to carry out the special instructions. There was a fog on the morning of May 7, and he reduced speed to 15 knots. After passing the Fastnet he

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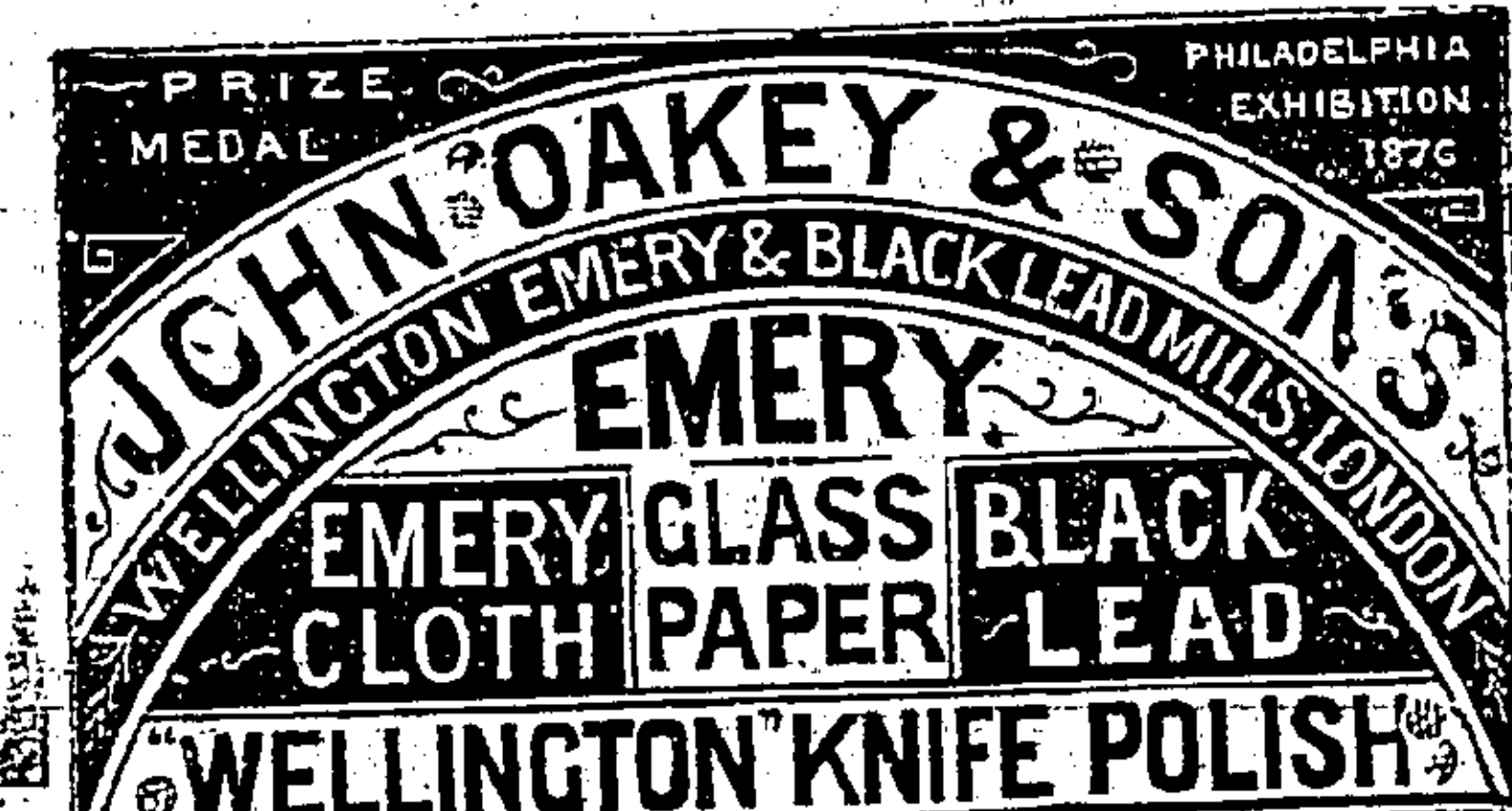
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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI	SARDINIA	About 19th June	Freight and Passage
LONDON via Suez	Cap. J. T. JEFFERY	19th June	See Special of Call
SHANGHAI, MOJI, KOBÉ, KASUGA, and YOKOHAMA	Cap. C. C. TALBOT, R.M.S.	19th June	Freight and Passage
LONDON via Suez, PAK, KARMALA, and COLOMBO, PORT SAID & CAPT. H. C. EVANS, R.M.S.	7th July	Freight and Passage	

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.
R. & O. S. N. Co's. Office. E. A. HEWITT, Superintendent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA, B.C. and TACOMA via MANILA, KEELUNG, MOJI, KOBÉ, YOKOHAMA and YOKOHAMA.

STEAMER	DATE	TIME
S.S. CANADA MARU	Monday, 21st June	at 3 p.m.
S.S. TACOMA MARU	Thursday, 18th July	at 3 p.m.

These New-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE PORT SWETTENHAM, PENANG and COLOMBO.

For TAMSUI and KEELUNG via SWATOW and AMOY.

STEAMER	DATE	TIME
S.S. KANG MARU	Sunday, 20th June	at Noon
S.S. DALIN MARU	Monday, 21st June	at Noon

For ANPING and TAKOW via SWATOW and AMOY.

STEAMER	DATE	TIME
S.S. SOSHU MARU	Wednesday, 23rd June	at 10 a.m.

FOR HAIPHONG (DIRECT).

Leave
Steamer
"KEIKO MARU".....Saturday, 19th June at 10 a.m.
"DAIGI MARU".....T. Konishi

These Steamers of Coast and Forenoon Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the South Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—
H. YAMAUCHI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICE
TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	24th June	22nd June, at 11 a.m.
EMPIRE	17th July	17th July, at 11 a.m.
KASUGA	2nd August	9th August, at 11 a.m.
ALDENHAM		23rd August, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.
Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

FOR NEW YORK via SUEZ CANAL.

S.S. SAINT RONALD.....about early in July.
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about—
S.S. ROJUE MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan.....2nd July.
For Freight or Passage apply to
DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 10000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

STEAMER	SAILING	DATE	TIME
S.S. MANCHURIA	Tuesday	22nd June	1 p.m.
S.S. MONGOLIA	Tuesday	30th July	1 p.m.
S.S. PERSIA	Tuesday	3rd Aug.	Noon
S.S. KOREA	Tuesday	10th Aug.	1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morel, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—water swimming tank, billiard tables, deck games, etc.—plus a full orchestra throughout the trip.

The Safety and Comfort of Passage is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to
R. C. MORTON, Agent,
King's Building (opposite Blake Pier), Telephone No. 144

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the IZLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

STEAMER	DISPLACEMENT TONS & SPEED	LEAVE HONGKONG
TENYO MARU	22,000-15 knots	Tues., 29th June at Noon
NIIPON MARU	11,000-15 knots	Tues., 13th July at 10.30 a.m.
SHINYO MARU	22,000-15 knots	Tues., 27th July at Noon
CHIYO MARU	22,000-15 knots	Tues., 24th Aug. at Noon

First Class to London.....\$71-10. Return (6 months) £120.
" " " New York.....£50. " " £96-10.
" " " San Francisco.....£45. " " £88-.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.
ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.

STEAMER	DISPLACEMENT TONS & SPEED	SAILING
KIYO MARU	17,500-15 knots	Saturday, 10th July at Noon

For full particulars as to Passage and Freight apply to
K. DOI Acting Agent,
KING'S BUILDING (Opposite Blake Pier), Telephone 291.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	Displacement	SAILING DATES.
MARSEILLES & LONDON Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU, Capt. Fraser,	Tons 18,000	THURSDAY, 17 June at Noon.
VICTORIA, B.C., & SEAT- TLE Via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA & YOKO- HAMA	KATORI MARU, Capt. —	Tons 20,000	THURSDAY, 1 July, at Noon.
SYDNEY and MELBOURNE, Via MANILA, TSING- TAI ISLAND, TOWNS- VILLE and BRISBANE.	TAMBA MARU, Capt. —	Tons 12,500	TUESDAY, 29 June at Noon.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	YOKOHAMA MARU, Capt. —	Tons 12,500	THURSDAY, 8 July at 4 p.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON.	NIKKO MARU, Capt. Takada,	Tons 9,800	FRIDAY, 18 July at 4 p.m.
NAGASAKI, KOBÉ & YOKOHAMA	KIRIN MARU, Capt. Sasaki,	Tons 8,000	MONDAY, 2 June.
KOBÉ & YOKOHAMA	TOSA MARU, Capt. Takano,	Tons 12,000	WEDNESDAY, 16 June.
SHANGHAI, MOJI & KOBÉ	—	—	—
	CEYLON MARU, Capt. Shinobe,	Tons 10,000	FRIDAY, 18 June.
	BOMBAY MARU, Capt. Ohta,	Tons 8,000	FRIDAY, 25 June.

* Wireless Telegraphy.
 † Omitting Keelung.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

STEAMERS	DISPLACEMENT	LEAVE HONGKONG
HIRANO MARU	18,000 tons	Thursday, 17th June
KATORI MARU	20,000 tons	Thursday, 1st July
KAMO MARU	18,000 tons	Thursday, 15th July
KASHIMA MARU	20,000 tons	Thursday, 29th July

FOR AMERICA.

STEAMERS	DISPLACEMENT	LEAVE HONGKONG
TAMBA MARU	12,500 tons	Tuesday, 29th June
YOKOHAMA MARU	12,500 tons	Thursday, 8th July
SAIDO MARU	12,500 tons	Tuesday, 27th July

KUBO MOTO, Manager.
Telephone No. 292.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
BANGKOK	QANTAR	June 16, at Noon
SHANGHAI	YINGKOW	June 17, at 4 p.m.
SHANGHAI	CHENAN	June 20, Daylight
HAIPHONG	KAIFONG	June 21, at 11 a.m.
MANILA, CEBU & ILOILO	CHENAN	June 22, at 4 p.m.
SHANGHAI	ANHUI	June 23, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'HANUL'

MANILA LINE. Twin Screw Steamers 'Chinba', 'Taming', & 'Tea' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tea'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chenan' and the s.s. 'Kanchow', 'Lungchow', 'Luchow', and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms. and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers and passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 36.

AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
WEIHALWEI & TIENSIN	CHIPSING	WEDNESDAY, June 16, Daylight
SHANGHAI	KWONGSANG	FRIDAY, June 18, Daylight
MANILA	LOONGSANG	SATURDAY, June 19, at 3 p.m.
HOIHOW & HAIPHONG	LOKSANG	SUNDAY, June 20, at 7 a.m.
SHANGHAI	HANGSANG	THURSDAY, June 24, Daylight
YOKOHAMA, KOBÉ & MOJI	YATSHING	FRIDAY, June 25, Daylight
MANILA	YUENSANG	SATURDAY, June 26, at 3 p.m.
SHANGHAI, MOJI & KOBÉ	FOCKSANG	THURSDAY, July 1, Daylight
BANDARAN	HINGSANG	FRIDAY, July 2, Daylight

RETURN TOURS TO JAPAN.

THE steamers Kusan, Nanyang & Fookshing leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatsing, Kusan, and Suikang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin, Delat, Weihaiwei.

‡ Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Stimpura, Tawau, Ugan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Agents.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO CHANGE WITHOUT NOTICE)

'SHIRE' LINE SERVICE—HOMEWARD.

FOR	STEAMER	DATE OF DEPARTURE
LONDON	'MONMOUTHSHIRE'	End of June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. ITOLA, 5,257 tons, Capt. Butler, will be despatched for SINGAPORE on 19th June.

S.S. JAPAN, 6,013 tons, Capt. C. P. Seddon, will be despatched for SINGAPORE, PENANG & CALCUTTA on 19th June.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,

AGENTS.

SHIPPING



STEAM FOR

STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain C. C. TALBOT, R.M.S. carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 19th June at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's Steamship Egypt from Colombo, East-India accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. 'Kajhar' due in London on 1st August, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
R. A. HEWITT,
Superintendent.

Hongkong, June 5, 1915.

AMERICAN & MANCHURIAN LINE.

FOR NEW YORK via PANAMA.

THE Steamship

"WALTON HALL"

4,932 tons, will be despatched as above on THURSDAY, 8th July.

For Freight and further particulars apply to—

THE BANK LINE, LIMITED.

General Agents.

Hongkong, June 7, 1915.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship, KASHIMA MARU, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be issued a bill of lading and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-Day.

Goods not cleared by the 20th June, will be subject to rep.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, June 14, 1915.

THE FIRST CHINESE NEWS PAPER

EVER ISSUED UNDER

PURELY NATIVE DIRECTION.

THE CHINESE MAIL

THE CHINESE MAIL, PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN.

\$3.50 per Annum delivered in Hongkong \$12.50 to all Coast Ports.

A. WILKINSON SMITH, HONGKONG.

EXTRA TO THE CHINA MAIL.

HONGKONG, TUESDAY, JUNE 15, 1915.

BY TELEGRAPH. THE WAR.

(Reuter's Service to the China Mail.)

HEROIC DEEDS OF THE ITALIANS.

7,000 AUSTRIANS FOILED.

LONDON, June 14, 3.35 p.m.

A telegram from Rome states that the recent fighting has proved the remarkable qualities of the Italian soldiers and their determination to win at any price. It has re-awakened racial feelings in the officers and men who fought side by side most heroically while attacking fortified entrenchments with the bayonet.

Colonel de Rossi was wounded in the head with the Bersagliero. He fell waving the flag and shouting "Sompre Avanti Bersagliero."

Colonel Morgotto and many other officers met death with similar ardour.

The operations in the mountains have been most difficult. Heavy guns have been transplanted to almost inaccessible summits, across rock-strewn gorges.

The cavalry and cyclists have been most dashing in their raids of the enemy's country.

7,000 Austrians, with guns on muleback, attempted a surprise to the rear of the Italians while the Italians were marching up the mountain paths at Montenero. They divided into three columns, but were detected by the Alpinists, who remained quiet till the Austrians were close. They then attacked furiously, barging with the bayonet, from rocks, trees, ditches and entrenchments, shouting "Savoia!" Meanwhile Italian mitrailleuses shelled the enemy's rear.

The Austrians resisted desperately but were obliged to retire, many of their mules, guns and soldiers falling over the precipices.

THE EXTRADITION CASE.

The Chinese extradition case implicating Hung Shu Lung was continued at the Magistracy this afternoon, before Mr. Wood. Shing Kwok Hok, cross examined by Mr. G. E. Hall Brutton, said there was no other troops in Yai Chow City except those commanded by him. He did not go to Ping Shan last year.

How came it then that in the Government Gazette of January 19, you made a report about disturbances there?

Witness, handed a copy of the Gazette, said, "It is so written in this book, but I have never made such a report and I cannot say whether this is a true copy."

Well: suppose it is proved later on that that is an official copy of the Canton Government Gazette will you still maintain that you never made such a report?

I cannot distinguish whether this is a true copy but I have never made such a report.

Would it not be your duty, if you despatched troops to quell a disturbance, to make a report?

It there is a robbery, it is my duty to report to my superiors.

Witness added that he was only concerned with occurrences in Yai Chow City. He was in Yai Chow City on November 9, 10 and 11 last. He knew that Sung Shiu Ki was tried as a rebel then.

Witness said Sung Shiu Ki was arrested, not because he was Commander of a People's Army, but because he had stolen goods in his house.

So rewards and promotions were given for arresting him because he had stolen goods in his house. Do you know what happened to Sung Shiu Ki?

He was shot for recovering stolen goods and assisting.

I put it to you that he was a follower of Hung Shiu Lung and delivered speeches advocating a rebellion?—He was a follower. He did not make speeches.

Witness said he was inside the Yamen at Yai Chow City. He did not go to the trial of Sung Shiu Ki.

And therefore all you have told us to-day about Sung Shiu Ki is hearsay.

By the Magistrate—Did you attend the execution? I did not.

Witness said that he did not know whether others were shot at the same time. He had nothing to do with the civil administration. He looked after things concerning the soldiers.

Sin Pak Lin, an Elder of San To Chuk, said he had been an Elder three years. He had spent all his life in the district. He had a rice shop there, and was also a master in a school. He was a member of the commercial guild. He remembered the day of November 1 last. There was no guild

meeting on that day or the previous day, nor any meeting at the guild hall. The guild was broken up. It was re-opened on May 1 of this year, when he was present at the meeting.

There were no celebrations San To Chuk on November 1.

The case was again adjourned.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

LEAVE.

Sapper F. W. T. Ross is granted leave of absence on 15.6.15 to 15.7.15.

RESIGNATION.

Pte. J. H. Bone is permitted to resign, on leaving the Colony, dated 15.6.15.

PARADES.

Parades for Wednesday, 16th instant. 7.00 a.m.: Signalling Section—Signalling Instruction at Headquarters.

5.30 p.m.—Right Section M. G. Co. Squad drill and Skirmishing at Happy Valley. Fall in on road between Law Courts and City Hall at 5.15 p.m. and proceed by special tram.

DETAILS.

On duty at Headquarters, H.K.V.R.
On duty at Gun Club Hill, Kowloon H.K.V.R.

AS KOWLOON (DETENTION CAMP.)
On duty to-night, Scouts Company.
Officer on duty, Lieut. Murphy.
On duty to-morrow night, Centre Section M.G. Company.
Officer on duty, Captain Wood.
Orderly Officer, 2/Lieut. Bonnar H.K.V.R.
Orderly Sergeant, Sergeant Hurley, H.K.V.R.

NEXT FOR DUTY.

At Headquarters—
June 19 Right Section M.G. Co.
June 20 Civil Service Company.
June 21 No. 1 Section Scouts Co.
June 22 No. 2 Section Scouts.
June 23 No. 3 Section Scouts.
June 24 No. 4 Section Scouts.
June 25 Centre Section M.G. Co.

AT GUN CLUB HILL.
On duty from 19th to 26th inst.—No. 2 Section Artillery Battery.

Officer on duty—Captain W. M. Scott.
AT DETENTION CAMP, H.K.V.R.
Orderly Officer 19th to 26th instant—Lieut. Kennett.
Orderly Sergeant 19th to 26th instant—Sergeant Frith.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE GREEK ELECTIONS.

LONDON, June 13.

A telegram from Athens states that it is practically certain that M. Venizelos, the ex-Premier, will be returned by large majorities. Almost everywhere the polls have been very heavy, and the crowds and good-humoured processions of Venizelists have been so numerous that the cavalry, who attempted to disperse them, failed to do so, the crowds forming again and continuing the demonstrations.

SANITARY BOARD AFFAIRS.

The Sanitary Board met this afternoon, the President of the Department, Mr. G. N. Orme, presiding. There were also present the Vice-President, Hon. Mr. W. Chatham, C.M.G. (Director of Public Works), the Hon. Mr. E. A. Hewett, C.M.G., Dr. Pearce (Medical Officer of Health), Colonel Gordon Hall, Mr. P. W. Goldring, Mr. C. Ross, Mr. Chan Kai Ming, Mr. Ng Hon Tsz, and Mr. W. Bowen-Rowlands (secretary).

The Board disapproved of a motion refusing permission for the erection of three water closets at "Ian Mor."

The President said that the application having been granted a neighbouring house nine years ago. In the following year, observed the President, permission granted for water closets was taken out of the hands of the Board. He would be glad if the members would make recommendations independent of the fate they were likely to meet on going up to the Governor-in-Council. It was necessary that the Board should act on one strict principle in granting or refusing those recommendations. If they granted it to one house they must grant it to all in similar circumstances. He thought it was the opinion of the vice-president and the members that a water carriage system would not be more dangerous to humanity, and privileges which were asked for in respect of European houses of the better class should be granted. That would relieve the more obvious risk and certain discomforts which were attached to the present system.

The Hon. Mr. Hewett disputed that there was any discomfort in the bucket system, and he was speaking with long years of experience. There was not sufficient water all the year round to justify water on that level.

Mr. Goldring said he was quite sure that Mr. Hewett had never experienced the ghastly effects of the bucket system in Kowloon. The system was as hopeless, and unpleasant, and as inconvenient as any system that had ever been devised by man.

Col. Gordon Hall asked if the Board had really some fixed position. They all agreed that the water carriage system was the better but how high up were they going?

After further remark the original motion proposed by Mr. Goldring and seconded by Mr. Ross was carried by five votes to four.

Approval was also given for the erection of 15 water closets at Nos. 1 to 6, Cornwall Avenue, Kowloon.

Printed and Published for THE CHINA MAIL, Limited, by HONG KONG MESSRS. BAIN, No. 5, Wyndham Street, Hongkong.

